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Dear Sir / Madam,

## **West Sussex Transport Plan Review survey**

Railfuture is Britain's leading, longest-established, national independent voluntary organisation campaigning exclusively for a better railway across a bigger network for passenger and freight users, to support economic (housing and productivity) growth, environmental improvement and better-connected communities.

We seek to influence decision makers at local, regional and national levels to implement pro-rail policies in transport and development planning.

We respond below to the principal questions in the online survey:

### **Key issues affecting the West Sussex Transport Plan**

- ~ Tackling Climate Change
- ~ Supporting the Local Economy
- ~ Providing Access For All
- ~ Improving Safety, Security and Health
- ~ Protecting the Environment and Quality of Life

### **4. How important do you think each of the following transport issues are in West Sussex?**

#### Tackling Climate Change

- ~ Greenhouse gas emissions from transport – fairly important
- ~ Resilience of the transport network to the impacts of climate change – very important

#### Supporting the Local Economy

- ~ Network performance and connectivity (e.g. congestion and journey times) – very important
- ~ Accommodating planned development and regeneration – very important
- ~ Impacts of COVID-19 on the economy and travel behaviour – fairly important

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## Providing Access For All

- ~ Transport options and interchange facilities (e.g. bus stops and stations) are limited or not accessible – very important
- ~ Employment, education, healthcare and services are not available locally (i.e. within walking and cycling distance) – fairly important
- ~ Cost of using the transport system – fairly important
- ~ Digital connectivity is limited or not available – fairly important

## Improving Safety, Security and Health

- ~ Road safety is no longer improving – very important
- ~ Transport network impacts on poor public health and well-being – very important
- ~ Healthy travel choices are not available – very important
- ~ The perception of risk means that walking, cycling and public transport are not viable options – very important

## Protecting the Environment and Quality of Life

- ~ The impacts of the transport network on the local natural and built environment – very important

### **5. Are there any other key issues that you think are missing from the list above? Please provide your comments below.**

- ~ Strategic Context: the relationship between WSCC and its Transport Plan and other key bodies such as Transport for the South East and Coast to Capital LEP and their plans
- ~ Place-making: the relationship between WSCC as a transport authority and its districts as local planning authorities in shaping successful and sustainable communities
- ~ Delivery Mechanisms and Effectiveness: a realistic assessment of the extent of WSCC's ability through its Transport Plan to make or influence change aligned with its objectives.

## Tackling Climate Change possible interventions

### **6. Please rank the following (10) interventions for Tackling Climate Change in order of priority.**

- ~ Encourage use of sustainable modes of transport – 1
- ~ Transition to zero emission vehicles – 5
- ~ Reduce car ownership through car clubs / shared ownership – 4
- ~ Develop car free urban centres – 3
- ~ Reduce the need to travel through high quality digital connectivity e.g. home working and online service access – 9
- ~ Reduce the need to travel by ensuring new developments, places of work, education, facilities and services are located close together – 2
- ~ Adapt infrastructure to the impacts of a changing climate – 6
- ~ Support habitat creation to mitigate residual greenhouse gas emissions – 8
- ~ Maximise the re-use or recycling of materials in construction, and consider the carbon impacts of new materials for construction – 7
- ~ Other possible intervention: Support the development of road user charging to facilitate modal shift of passengers and freight to less carbon-intensive modes – 10

## Supporting the Local Economy possible interventions

**7. Please rank the following (9) interventions for Supporting the Local Economy in order of priority.**

- ~ Increase highway capacity in towns – 9
- ~ Increase highway capacity on the main road links between economic centres along the West Sussex coast e.g. the A27 and A259 – 8
- ~ Increase highway capacity on the main road links between economic centres in the north and south of the county i.e. the A23 and A24 – 7
- ~ Improve the capacity, speed, quality and reliability of rail services between West Sussex and London – 3
- ~ Improve the connectivity, quality and reliability of rail services between towns in West Sussex and other regional economic centres such as Southampton, Guildford or destinations in Kent – 1
- ~ Improve the quality of bus services to town centres and employment locations – 5
- ~ Improve the quality and connectivity of cycling and walking connections to increase ease of access to town centres and employment locations – 4
- ~ Develop a more efficient freight transport infrastructure (including collection centres) to reduce costs to businesses – 6
- ~ Other possible intervention: Improve the connectivity of rail services between coastal towns in West Sussex and regional economic centres in the Western Gateway region – 2

## Providing Access For All possible interventions

**8. Please rank the following (11) interventions for Providing Access For All in order of priority.**

- ~ Improve digital connectivity so that there is wide online access to services – 8
- ~ Improve the provision of services locally (e.g. local libraries, health care facilities, shops and jobs) to enable physical access – 4
- ~ Improve the coverage of local bus services to enable wide access – 5
- ~ Improve the coverage of community transport services to enable wide access – 6
- ~ Reduce the cost of public transport – 11
- ~ Improving the accessibility to public transport services so public transport is accessible to all – 1
- ~ Improve facilities for pedestrians – 3
- ~ Improve facilities for cyclists – 10
- ~ Improve access to car clubs and mobility solutions (e.g. ride-hailing, ride-sharing) – 7
- ~ Improve the ease of car access and parking facilities within service centres – 9
- ~ Other possible intervention: Collaborate with district councils and other sources of potential funding to help match-fund additional Network Rail station Access for All schemes – 2

## Improving Safety, Security and Health possible interventions

**9. Please rank the following (9) interventions for Improving Safety, Security and Health in order of priority.**

- ~ Use engineering measures to reduce accidents (e.g. improving junction and road layouts, traffic calming) [terminology alert: they're collisions, with casualties, not 'accidents'] – 2
- ~ Promote and enforce traffic laws – 5
- ~ Give higher priority to cycling and walking facilities (e.g. segregated facilities) – 4
- ~ Promote active travel such as walking and cycling, and provide training opportunities – 3
- ~ Use school street closures at drop-off/pick-up times – 6

- ~ Ensure there is ample space on footways and cycleways to enable social distancing to mitigate the risk from COVID-19 – 7
- ~ Work with local organisations, transport providers and Sussex Police to improve safety by tackling crime and the fear of crime in relation to travel – 9
- ~ Reduce transport related air, noise and light pollution to reduce health impacts – 8
- ~ Other possible intervention: Support the development of road user charging to facilitate modal shift of passengers and freight, and deliver road traffic, road danger and air pollution reduction – 1

## **Protecting the Environment and Quality of Life possible interventions**

### **10. Please rank the following (7) interventions for Protecting the Environment and Quality of Life in order of priority.**

- ~ Protect the landscape, biodiversity and green infrastructure – 3
- ~ Improve access to the countryside – 5
- ~ Ensure people, wildlife and habitats are protected from the impacts of air pollution – 4
- ~ Ensure that traffic noise does not impact people or the wider environment – 6
- ~ Protect dark skies and minimise the impacts of light pollution – 7
- ~ Improve the 'streetscape' to ensure places are attractive to live in – 1
- ~ Other possible intervention: Support the development of road user charging to facilitate modal shift of passengers and freight to less carbon-intensive and polluting modes – 2

### **11. Are there any other comments you would like to make about transport priorities for the review of the West Sussex Transport Plan? Please provide your comments below.**

It must overtly align its priorities with those of the adopted Transport Strategy for Transport for the South East which WSCC has committed to support.

### **12. Are you happy to be included on our stakeholder database to receive further information about the West Sussex Transport Plan review?**

Yes.

### **13. Are you happy to be included on our stakeholder database for further information about future transport scheme consultations related to the West Sussex Transport Plan?**

Yes.

Yours faithfully,

Roger Blake BA, MRTPI (Rtd), MTPS  
Railfuture  
Vice-Chair London & South East regional branch  
Director for Infrastructure & Networks, national Board